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SCOTT





First Blood...

Tony Cairoli has ceded the Elite Italian Championship for the past two years to Monster Energy Yamaha's Steven Frossard but this time 222 was in a determined mood right from the off through a set of three chilly pre-season races in southern Europe. Talk about a statement of intent for a seventh world championship. It all kicks off in Qatar next week

Photo by Stefano Taglioni



O **MotoGP**

Tuck in...

Valencia was home to the drone of Moto3 and Moto2 machinery last week where Tuenti HP40's Pol Espargaro was able to set the quickest times on the Pons Kalex. OTOR grabbed some time with both the Spaniard (coming in the next issue) and one of his 2013 title rivals Scott Redding. You can see the feature with the Brit [here](#)

Photo by Juan Pablo Acevedo





20
tuenti
movii

MAQUINZA
DUNLOP

20
tuenti
movii

AGV

UNIES
tuenti
movii

NATUR HOUSE

LeoVince
EXHAUST SYSTEM

DUNLOP



AMA-SX

Back again...

Ryan Villopoto is already the most successful supercross racer this season with three victories from the seven rounds run to-date. The reigning champ is still in search of that red plate though as his campaign bounces from the top of the podium to the cold of the stadium dirt. RV needs a run of results to catch the elusive Davi Millsaps

Photo by Simon Cudby





A high-action photograph of a motocross rider, Kevin Strijbos, leaning into a turn on a dirt track. He is wearing a black and white racing suit with orange accents, a helmet with a red and white design, and gloves. His KTM motorcycle is prominently displayed, featuring the number 12 on the front fender and various sponsor logos including Red Bull and Pirelli. The background is a blurred dirt track with some orange and white markings.

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SUBS



AMA-SX

ARLINGTON, TEXAS

COWBOYS STADIUM · FEB 16th · Rnd 7 of 17

450SX winner: Ryan Villopoto, Kawasaki

250SX winner: Dean Wilson, Kawasaki





By Steve Matthes, Photos by Simon Cudby

RV INTO IN THE GROOVE

Supercross came to Dallas for the 38th time but only the fourth at the impressive Cowboys stadium. American football arenas mean more compact and tighter layouts





Most of the racers in the supercross series over here in America cannot wait for the series to head east where the tracks are inside football stadiums (American football by the way) and the dirt is also tackier. A lot of the top riders (Reed, Villopoto, Stewart, Dungey, Millsaps, Canard, Barcia) all have places out on the east coast and getting out of California where the demands for their time are intense is preferable. In fact, it seems like only the Southern California riders are upset that the series is leaving and I don't know if you've taken notice of the rider's hometowns much but the days of SoCal being the hub of supercross are long gone.

Anyways, with that in mind, let's take some notes coming off round seven of the series. We've already written about Davi Millsaps in this issue so I won't touch on him much here but it's quite a story he's authoring. With his second place in Dallas he increased his points lead over second place (Ryan Dungey) to 21 points. And the team is getting a bit of heat from Suzuki in terms of letting everyone know that they don't get much help from the OEM, er, scratch that, ANY help. Yes, technically Millsaps is a privateer. The success of the Rockstar Racing squad has resulted in Suzuki making some overtures behind the scenes to help the team out. Millsaps has been out of this world this year.

Ryan Villopoto won his third race of the season this past weekend in Dallas and the good news is he's got the most wins of any rider so far. The bad news is he's third in the series and almost a whole race down on Millsaps. Villopoto's made his own bed with bad starts and crashes but having said that, there's no one that doesn't think he's the fastest guy all things being equal. Still, he (and many others) are amazed at Millsaps' consistency this season. After his last win Villopoto mentioned that he's got to keep it fun and not get down with hitting the podium which leads me to think he's been pressing lately.



The tracks are always a constant source of complaints by the riders but it seems that in 2013 it may be worse than it has been in many years. The rash of injuries in '12 has caused the promoters and the track designers to dumb down the obstacles a tad. This has led to all the racers being able to jump everything on the first lap and nothing separating the top tier riders from the next group.

This carries a couple of problems.

Firstly, if you don't get a start you can't do much and secondly if you have to pass someone it's in the turns and it's more than likely a very aggressive move to do so. Combined with the hard pack slippery dirt in San Diego, the Anaheims and Dallas and the more you press, the more likely you are to lose the front end or slide out. The good news is most everyone is staying healthy but the bad news is there's a lot of a frustration out there.

Mitch Payton's squad hasn't had a good start to the season with his west coast 250 riders Martin Davalos, Blake Baggett and Tyla Ratray struggling (actually Baggett's not struggling, he broke his wrist at the first round). His mood was brightened considerably after Dallas when Dean Wilson easily captured the opening 250SX East win and rookie Justin Hill ended up fifth on the night.

Wilson's the heavy favorite for the title (the eastern series had just two riders that had ever won a race and none that had ever won a title) and this should help out the Pro Circuit team that has endured their worst results in years on the west side. Don't sleep on GEICO's Wil Hahn or KTM's Marvin Musquin but it's hard to see either one of those guys capturing their first ever SX race victory and then going on to win the title. This is Wilson's to lose.



PLAY

Beyond dispute. Dallas was the Wilson Show in the 250s. It was Kawasaki's tenth 205SX victory in the State and the first since Christophe Pourcel aced the 2010 version







It's no secret that a lot of Ryan Dungey's competitors feel that they don't have to worry about the #5 KTM coming in underneath them in an aggressive manner. There are too many examples of Dungey just riding behind someone and not forcing the issue to argue with that. He's just not that type of rider, which isn't a bad thing but I know his team manager Roger De Coster wishes he would be a tad more aggressive out there.

In Dallas Dungey showed some rare aggression in getting by Reed that almost caused '22' to go down - it was quite a sight and Reed admitted after the race that it surprised him and that he didn't have an issue with it because, in classic Reed form he said he was a "roadblock" out there. Dungey is second in the points, using his classic consistency to win a race and rack up a bunch of podiums. Don't be surprised if Ryan wins this thing if he keeps up this fighting spirit towards the other top riders.



Ryan Dungey continues to evolve in his second year with KTM. He lacks a holeshot but with five podiums he is ready to pounce if Millsaps falters



Millsaps came to Dallas having won his fifth career victory on his 100th start at San Diego. What more is there to be said about the Rockstar Racing rider?



PLAY



Villopoto has now won for the last three years in Dallas. This meeting was the scene of his very first Supercross success in 2006



Siblings (above)...the Hill brothers discuss the unfavourable dirt in the shimmering Cowboys Stadium (below)



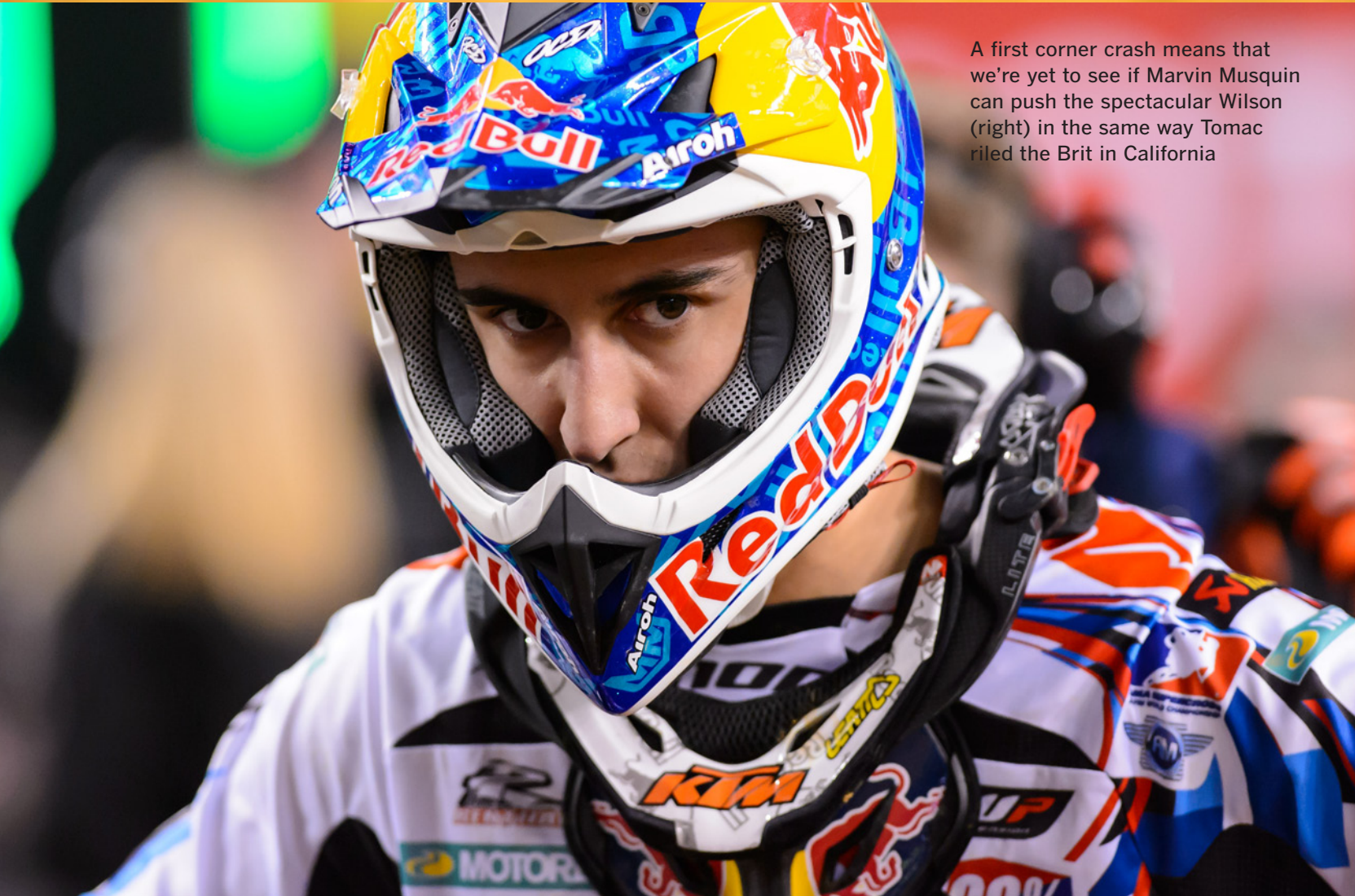








James Stewart - who is one of just six riders to have won in both classes at Dallas - was left seething when his allegedly Suzuki's clutch failed just before the main event



A first corner crash means that we're yet to see if Marvin Musquin can push the spectacular Wilson (right) in the same way Tomac riled the Brit in California









AMA-SX CLASSIFICATION & CHAMPIONSHIP

AMA 450SX RESULT

Riders

1	Ryan Villopoto, USA	Kawasaki
2	Davi Millsaps, USA	Suzuki
3	Ryan Dungey, USA	KTM
4	Chad Reed, AUS	Honda
5	Justin Brayton, USA	Yamaha

AMA 450SX STANDINGS (AFTER 7 OF 17 ROUNDS)

Riders	Points
1 Davi Millsaps	154
2 Ryan Dungey	133
3 Ryan Villopoto	130
4 Trey Canard	119
5 Chad Reed	115

AMA 250SX WEST RESULT

Riders

1	Dean Wilson, GBR	Kawasaki
2	Blake Wharton, USA	Suzuki
3	Wil Hahn, USA	Honda
4	Kyle Peters, USA	Honda
5	Justin Hill, USA	Kawasaki

AMA 250SX EAST STANDINGS (AFTER 1 OF 9 ROUNDS)

Riders	Points
1 Dean Wilson	25
2 Blake Wharton	22
3 Wil Hahn	20
4 Kyle Peters	18
5 Justin Hill	16

MILLSAPS: THE REAL DEAL...?

By Steve Matthes

Seven races down, ten to go and Rockstar Racing's Davi Millsaps has a twenty-one point lead in the 450SX class. It's a total shocker to everyone in the paddock as Millsaps, in his sixth year in the big class, wasn't seen as a contender. It's been an amazing run with two wins (his most recent in San Diego) and only one race off the podium. Simply put, Millsaps is a new man. Incredible, astounding, rejuvenated, motivated; whatever word you want to use that indicates excellence is appropriate.

He's a new man. Who else has made the leap from also-ran to contender?

There's no precedent for what Millsaps is doing. Think about it, what rider has made a leap to title contender from also-ran in his sixth season? David Bailey had a couple of so-so seasons as a Pro before getting on Honda and winning the MX and SX titles in his second year on 'red' but really, he was an up-and-coming star no matter what. In his initial stint in the 450SX class, Millsaps raced four years at factory Honda (2007-2010) and although there were some wins here and there wasn't anything like the form we're seeing now. In fact, upon leaving Honda there wasn't anyone that shed a tear over Davi's departure. It was thought that he was another high-talent, low-work kind of guy that we see all the time in the sport. Millsaps has the talent but the motivation wasn't there for one reason or another.

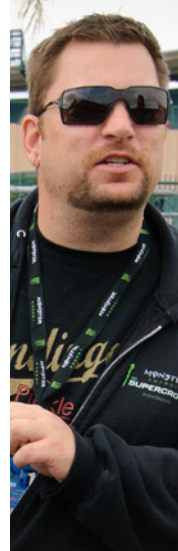
But things started to change in 2012. Yes, a lot of the field was out through injury but Millsaps - then on JGR Yamaha - was riding well. There were a few races that he and only one or two others would jump a certain section, he charged through

the pack a few times, knocked out some podiums and ended the year second in the points. But with the injuries that saw so many 'top' guys gone, no one was thinking Millsaps was on the verge of, well, anything.

JGR wanted to keep Davi and he wanted to stay but the team wouldn't go into a multi-year deal for #18. Millsaps, coming off a solid season under his belt and experiencing life with his first child with wife Brittney, wanted some security. The JGR team was certain that Davi needed that year-to-year contract to stay motivated. Little did they (or anyone) know that this Millsaps was a different dude.

With the help of long-time friend turned coach Ezra Lusk (a retired rider that no one would accuse of not putting in the effort during his career) Millsaps is lean and cut. The laps and work have been put in and his starts on the Suzuki? Well, they've been a huge help. There's no better indication of his changed mentality when at Anaheim 2 his bike blew up in the heat and forced him to the LCQ. Once there he easily qualified but his gate pick was far outside. Surely this would be the race that the 'old' Millsaps would've packed it in. The odds were steep and mentally, the Davi of years past would've packed it in. But he went to the gate 19th, grabbed a great start and came around after one lap in fifth. From there he finished fourth and minimized the damage on what could've been a bad night. That night in Anaheim, California confirmed that we (and the rest of the 450SX field) are dealing with a different rider.

Will he win this championship? It's obviously way too early to say for certain but know this, with a that lead and with his skills, this is going to be a real challenge to all those riders behind him that are still thinking he's going to fold. Right now, Davi Millsaps is cooking up one hell of a story.



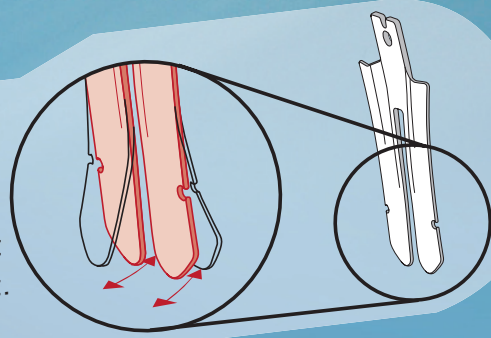
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POISED...

By Adam Wheeler, Photos by Ray Archer

Zach Osborne pops up in OTOR for the second time. Not only thanks to some cool photographs by Ray Archer of '338' in a couple of locations in Lake Elsinore (the old Grand Prix event used to thunder past the pillars and steps) but because the 24 year old has just finished the first phase of the West Coast 250SX series and up until recently represented the last strand of American promise in the FIM Motocross World Championship which is due to launch next week.

By this stage last year Osborne left California with a clutch of silverware after wild-card supercross outings resulted in some surprising

results and ultimately led to the Geico Honda deal that he currently retains. "Hey, that Zach Osborne is looking strong, pretty fast," were the words from a certain Jeremy McGrath when we visited the revered racer at his home thirteen months ago. High praise indeed. So far Osborne has missed the podium in six rounds on the CRF250R after five years in 'blue' but we found him buoyant, fit and raring to make an impression.

Never shy with his opinions and being an athlete aware of his profile and career potential, Zach was an easy appointment before we jetted back to Europe...





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What's your assessment so far?

Steady. It has been a bit rough actually and not really the way I would have wanted. I know I have done everything properly and I am right where I want to be in terms of my fitness and everything. I just haven't had the race luck like I've needed. It hasn't been terrible, more like mediocre.

Where are you in comparison to when you came over here last year?

Ten steps ahead.

Really?

Yeah, I mean especially with my fitness. Comparing my journal now to last year's entries I'm way ahead. I can't really put my finger on why I haven't been able to reap some kind of reward like I did in 2012.

Do you really keep a journal?

I do. It is a written journal of the work I've done, the hours and other details like my heart rate and stuff like that. Sometimes it is about how I feel. If I've had a really bad day – or a really good one – then I'll write about it. I'm not really a 'feelings' kind of guy!

Isn't that unusual for a rider?

Journaling? I think it is about 50-50. Last year I kept it really in-depth and I liked that fact that for this season I was able to go and look back and see how I was on such-and-such date. It is useful and I think I will always keep one from now on.

Obvious question but is there a bit more weight on your shoulders being back here full-time and part of a team like Geico Honda? Last year you breezed into supercross as a wild-card with no expectations...

In a sense, but honestly I feel pretty much the same amount of pressure. Last year it was a pressure to prove myself whereas this year I know that I have to perform right here and now. 2012 was about fun and it was done on a whim, but it worked out. Sometimes that kind of deal can work out and sometimes it doesn't. It is frustrating to know how much I have progressed with my programme and how much better I feel about things and not to have made the podium yet. It takes a bit of race luck and I know if I can get up there at least once then it will act like a memory refresh and my confidence and everything I need will come straight away.







Can you shed a bit of light on the team-mate dynamic you have? With Eli Tomac you have a reigning champion next to you whereas for the last five years you were arguably the top rider in the Dixon Yamaha Grand Prix crew...

It comes back to that different type of pressure I was telling you about. Before this season and in GPs I did feel like sometimes that it was all on me. It felt like I was carrying the team. Mel [Pocock] came in and there wasn't much expected of him. Now of course he's in a different place but at that time there was more pressure on me that what I currently feel with my team at the moment. Now it is so defined and the budget is so big that everything is not on only my shoulders. The pressure now comes down to me, and knowing what I am capable of. I'm a pretty simple guy and I'm not super-strict on myself. I do what I feel is right, and that approach is possible on this team. They have been lenient on me and in terms of the way I want to prepare. It has been an easy transition from my old 'setting' to the new 'setting' even though every time I turn up each weekend there is a number '1' sitting beside me. If anything there is more spotlight on Eli than me. There are more people watching him while I can just do my thing.

You bring attention to the team thanks to a good profile in the media and an international fanbase and recognition...

Yeah I feel like I've built up a good base of fans and also friends in the media both in Europe and here. Especially at this time of year because the European press come over and they always want to speak to me or take pictures. I think there is a bit of prestige to what I did in Europe because Americans making GP podiums has been pretty rare for a long time. I think I'm a pretty clean-cut guy and quite approachable.

Have you seen much in the scope of the teams? The differences?

Not much. I had forgotten about how much the racing here is about the presence, the presentation and the show and everything like that. Whereas in Europe...I wouldn't say it is about 'pure racing' but it is a little bit more about the dirt-bikes rather than the fireworks and the truck and trailer. In the GPs you're looking at two 35 minute and 2 lap motos on a Sunday. Here there are autographs on Friday, Saturday then you have to be here-and-there and a lot more PR.







What about your personal life? You got married, bought a house on the west coast; it's not like you've slowed down really since taking that podium at the last GP in Germany in September...

It has been a bit of a 180 lifestyle for me. I went from living in Norway for the summer to getting married, moving to California and jumping on the Honda. Everything has been new and pushed on me pretty quick but I feel like I am starting to build momentum. I felt like I was ready for the first race and looking back maybe I should have gone for the east coast series because I didn't really know where my speed was with the bike. We made some improvements and it is only a matter of time now.

Have you have any of that 'grass is greener on the other side' feeling yet?

Hehe. No, none of that. It has been everything I thought it would be and they've delivered everything they said they would do. It's not like I've had that 'oh, dang' moment yet!

Steve Dixon keeps in contact quite frequently. Do you feel like you have a back-up to go back to Grands Prix and MX1 racing? That the door is not closed there?

Yeah, I still have a really good relationship with Steve and I do have the feeling that we could go racing either here or there any time we needed to. He's a good friend and was a big benefit to my career. He made me a more well-rounded person, drove me nuts and did it all basically. We talk two or three times a week still.

What's one creature comfort you're glad to have being in the USA once again?

Being able to race somewhere like Anaheim and to come back and go to bed at home on a Saturday night is pretty awesome, there is no doubt about it. Especially compared to being in Russia and sleeping in a tent. One thing I miss from Europe is the camaraderie of all the people at the track and in the team and all the friends I made. I plan to come back and do two-three weeks in Europe before the Motocross of Nations in Germany.





ZACH ON...

Why Tony Cairoli is 'The Man':

I think there are a lot of people that can challenge him for wins but not for a title. He's the most steady and consistent but by that I mean he steadily wins and get on the podium. He's the fittest guy in the MX1 and I think it shows. He could definitely podium at a national.

Anybody challenging Jeffrey Herlings in MX2:

No. I think Jeffery is head and shoulders above the group this year.

Of Qatar and Thailand for the opening GPs:

I'm bummed the series didn't go to cool places like that when I was there. I would love to go on those trips.





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Photos: Tagliani S. - Archer R.

HAT TRICK FOR TONY CAIROLI!! **TRICAIROLI**

Red Bull KTM's Italian factory rider Tony Cairoli takes his third consecutive MX1 World Championship title for KTM. The six-times Motocross Champion has won around half of all the races in 2012 on his KTM 350 SX-F and has taken more than 80 percent of the available points – GRANDE TONY!



KTM



The next issue of OTOR will come just after the Grand Prix of Qatar. If you follow motocross then you'll be well aware that this is a landmark season-opener. It's the first FIM GP hosted in the Middle East, the first under the distinctive Losail lights and also the first where the MX1 and MX2 classes will be merged at the same time. As the previews rattle onto websites and through email inboxes in the coming ten days the hype will build and will focus on these elements just as much as other potential stories among the 25 MX1 entrants and 33 in MX2. No doubt the significance of this opening chapter of the longest championship in recent memory (eighteen rounds, although the trip to Russia allegedly remains uncertain after the cancellation of the FIM Snowcross rounds) will unlikely outstrip the importance of the results themselves.

We'll have to see how the event fares in terms of organisation, coverage, reception from the paddock (the discontentment of Mexico is still a fresh memory) and potential for future editions; OTOR will of course provide some opinions.

I've yet to read a sceptical comment from any of the riding fraternity who are treating the first race as a novelty and part one of a mystery tour involving the hop to Bangkok a few days later. The teams have faced logistic and financial challenges to start the 2013 campaign in this way but I know several Japanese manufacturers are seizing the Thai Grand Prix as a bona fide promotional exercise in what is an important market and zone of the world in terms of sales and potential. I have already heard of some promo opps that are unusually wide in scope for motocross and it's fantastic to see people grasping the sport and utilising like this.

There is a very valid question about the relevance of Qatar. In the same way that football fans were dismayed to learn that the 2022 FIFA World Cup will visit a country with a 1.9 million population many fans in historic motocross countries like UK,

France, Belgium and Holland might be wondering in which direction the sport is gallivanting off to. Losail is undoubtedly a theatrical venue for motorsports. The beam of the lights and the echoes of motors in the wide night sky providing a completely different type of atmosphere compared to the traditional fare. MotoGP has visited the desert six times in the last nine years for their championship launch and this is indicative of the power of the Qatari Federation. There are few GPs that can reach anything like the support the Qataris will provide in terms of setting up the event and making it happen. In a weird way you could say these people are resolute fans of the sport; they are dipping into their deep pockets and creating a Grand Prix when there is no passionate home demand for it.

And in the same way that breaks in American football led to TV adverts, the English Premier League is an abomination of economics and F1 flies further afield and to more and more territories to find the dollar, motocross also has to commercialise whether we like it or not.

Personally I'll hold my full opinion until I've seen the Grand Prix with my own eyes, and also how it works on TV and with both classes together. It will cost more money to travel to Qatar and Thailand but at the moment I like that the added international flavour justifies the tag 'World Championship' and this is a strength for the series compared to something like Supercross – a discipline with the same label - that doesn't traverse water. I expect there to be little (or a different) buzz in contrast to somewhere like Valkenswaard but I know I'll get excited in the same way as people watching via a screen when the whole shows actually kicks off. No meeting is as unpredictable as the first one. Interest peaks, and essentially this is why series' head to Qatar to begin. In less than two weeks we'll be able to deduce whether it's a beneficial or effective move for motocross.





INTO THE DESERT

Photos by Youthstream/QMMF and www.motogp.com
Honda Pro images

The longest FIM Motocross World Championship starts up in less than two weeks. Two rounds of the eighteen have yet to be confirmed (although round five is slated to be another trip to Sevlievo in Bulgaria and the season-closer will allegedly head to Lierop in Holland) but there is little doubt about the unusual launch to the series with Qatar and Thailand already a mouth-watering prospect in terms of the new territories to be discovered.

At night, at Losail, in the Middle East and with 40 riders from the total of 58 travelling to form the very first 'Super final', Qatar will be a sensory attack as a championship opener. Here are some images from the track's 'baptism' for a local race last weekend and the FIM entry list below. Catch the next issue of OTOR for a full story just before the leg to Asia.



MX1

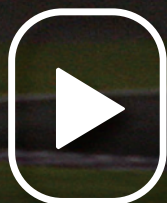
- 7. BARRAGAN, JONATHAN, ESP, KTM, Team STR KTM
- 9. DE DYCKER, KEN, BEL, KTM, Red Bull KTM Factory Racing
- 11. POURCEL, SEBASTIEN, FRA, YAMAHA, JK SKS Gebben Yamaha
- 12. NAGL, MAXIMILIAN, GER, HONDA, Honda World Motocross Team
- 19. PHILIPPAERTS, DAVID, ITA, HONDA, Honda Gariboldi
- 21. PAULIN, GAUTIER, FRA, KAWASAKI, Kawasaki Racing Team
- 22. STRIJBOS, KEVIN, BEL, SUZUKI, Rockstar Energy Suzuki World MX1
- 24. SIMPSON, SHAUN, GBR, TM, TM Ricci Racing
- 25. DESALLE, CLEMENT, BEL, SUZUKI, Rockstar Energy Suzuki World MX1
- 34. ROELANTS, JOEL, BEL, YAMAHA, Monster Energy Yamaha
- 39. GUARNERI, DAVIDE, ITA, KTM, Marchetti Racing
- 40. LEOK, TANEL, EST, HONDA, Route77 Energy Honda
- 51. GETTEMAN, JENS, BEL, SUZUKI, LS Honda Racing

- 61. BRAKKE, HERJA
- 85. DOUGAN, JASCO
- 89. VAN HOREBEEK
- 91. KARRO, MATISS
- 95. JUSTS, AUGUST
- 100. SEARLE, TOM
- 103. VAN DUEREN,
- 121. BOOG, XAVIER
- 183. FROSSARD, ST
- 222. CAIROLI, ANTO
- 777. BOBRYSHV, E
- 999. GONCALVES,



AN, NED, YAMAHA, JK SKS Gebben Yamaha
ON, GBR, HONDA, Route77 Energy Honda
K, JEREMY, BEL, KAWASAKI, Kawasaki Racing Team
S, LAT, KTM, Team STR KTM
TS, LAT, HONDA, Latvia Elksni Honda
MY, GBR, KAWASAKI, CLS Monster Energy Kawasaki Pro Circuit
KENNY, BEL, KTM, KTM Scott Racing
, FRA, KTM, ICE1 Racing
TEVEN, FRA, YAMAHA, Monster Energy Yamaha
ONIO, ITA, KTM, Red Bull KTM Factory Racing
EVGENY, RUS, HONDA, Honda World Motocross Team
RUI, POR, KTM, ICE1 Racing





PLAY

MX2

14. ANSTIE, MAX, GBR, SUZUKI, Rockstar Energy Suzuki Europe
15. GOLOVKIN, VIACHESLAV, RUS, KAWASAKI, RIGA Motocross Team
17. BUTRON, JOSE, ESP, KTM, KTM Silver Action
20. DUNN, JAMES, GBR, KTM, HM Plant KTM UK
23. CHARLIER, CHRISTOPHE, FRA, YAMAHA, Monster Energy Yamaha
33. LIEBER, JULIEN, BEL, SUZUKI, Rockstar Energy Suzuki Europe
44. BANKS-BROWNE, ELLIOTT, GBR, KTM, HM Plant KTM UK
45. NICHOLLS, JAKE, GBR, KTM, Wilvo Nestaan JM Racing KTM
59. TONKOV, ALEXANDER, RUS, HONDA, ESTA Motorsports Honda
71. VALENTE, CHRISTOPHER, SUI, KTM,
76. RAUCHENECKER, PASCAL, AUT, KTM, Standing Construct KTM
84. HERLINGS, JEFFREY, NED, KTM, Red Bull KTM Factory Racing
111. FERRIS, DEAN, AUS, YAMAHA, Monster Energy Yamaha
112. HEIBYE, EVEN, NOR, KTM, KTM Scott Racing
114. LANCELOT, LIVIA, FRA, KAWASAKI, Rockstar BUD Racing Kawasaki
119. POCOCK, MEL, GBR, YAMAHA, Monster Energy Yamaha
122. FERRANDIS, DYLAN, FRA, KAWASAKI, Rockstar BUD Racing Kawasaki
128. MONTICELLI, IVO, ITA, TM, TM Ricci Racing
136. OLSEN, STEFAN-KJER, DEN, HONDA, JTECH ESTA Motorsports Honda
141. DESPREY, MAXIME, FRA, YAMAHA, Monster Energy Yamaha
151. KULLAS, HARRI, FIN, HONDA, Honda Gariboldi
152. PETROV, PETAR, BUL, YAMAHA, Kemea-Reytec-v/d Laar Yamaha Team
195. JUSTS, ROBERTS, LAT, HONDA, Latvia Elksni Honda
200. TONUS, ARNAUD, SUI, KAWASAKI, CLS Monster Energy Kawasaki Pro Circuit
259. COLDENHOFF, GLENN, NED, KTM, Standing Construct KTM
262. DEL SEGATO, GIACOMO, ITA, KTM, Marchetti Racing
300. LUPINO, ALESSANDRO, ITA, KAWASAKI, CLS Monster Energy Kawasaki Pro Circuit
461. FEBVRE, ROMAIN, FRA, KTM, Wilvo Nestaan JM Racing KTM
495. PLESSERS, MATHIAS, BEL, HONDA, Latvia Elksni Honda
711. COTTRELL, JAMES, GBR, HONDA, Route77 Energy Honda
737. TEILLET, VALENTIN, FRA, KAWASAKI, Rockstar BUD Racing Kawasaki
911. TIXIER, JORDI, FRA, KTM, Red Bull KTM Factory Racing





REDDING POWER

MEETING Moto2'S MOST EXCITING STAR

By Adam Wheeler, Photos by Juan Pablo Acevedo, www.marcvds.com

In the depths of the Moto2 and Moto3 classes there are a couple of individuals that clearly see have their route to MotoGP mapped out. There is spikiness about these athletes that sets them apart from the others either trying to make the grade or in the slow burn to potential success. Marc Marquez is an extreme example of this breed and Britain's Scott Redding is a fine case of similar ilk with only the clock and some race mileage between him and the elusive goal of MotoGP glory. It has been an emotional five years so far for the tall but slight 20 year old from Gloucester who earned instant MotoGP 'trivia status' with his 125cc

GP win at Donington Park at 15 years old to nab the record as the youngest victor in the history of the sport. A sequel to the fairy-tale triumph has been a few seasons in the making but as the championship readies itself for the final flurry of tests Redding is poised to ascend to the level of title contender. Last summer's impressive MotoGP test with Ducati will soon not seem such a one-off occurrence. OTO caught fifteen minutes with Scott at Valencia and discovered an intense and entirely purposeful individual ready to start hitting a performance peak...

There seems to be a bit of momentum around you for 2013...

Yeah the end of the year was pretty good for me with the tests and stuff and I had a good break throughout the winter. I was training and getting fit but also taking it easy in order to be good to go.

Do you think Moto2 takes a bit of adjustment? If you look at someone like Pol Espargaro then he was nowhere in his first year but then in 2012 he's fighting for the championship. You also seemed to grow into the class.

I think it had a lot to do with it being a new class and a lot of untried stuff. It meant there were a lot of updates at first with a lot of different bikes and teams and it takes time to settle in. There aren't really any big differences coming into Moto2; we saw Marquez going fast immediately. At the end of the day it is still two wheels with an engine and the same aspects so it is a matter of adjusting the fine things to go really fast.

For you personally did you have to work on it much or did you get into the swing pretty quickly?

Well that first year...it was easy but also hard because we were trying to develop the bike. It was difficult to ride but things like changing the riding style slightly and dealing with the longer races were some of the little ways I had to adjust.

It's a packed grid and there is plenty of action out there, so does coming from the 125s give you a good grounding?

[Coming from 125s] It's definitely a good step and then you go into battling in Moto2 and then up to MotoGP where a lot of people are then not sure about you. We'll have to see how

Marquez gets on this year and whether he can be the first guy from Moto2 who can be really competitive.

Have you thought much about your profile? Cal Crutchlow exploded in MotoGP last year and now with Bradley Smith the UK has two riders on good equipment for the first time in a long time. It seems like you are just bubbling away under the surface. Do you feel like you should have more recognition?

Not really. I've only just turned twenty and Bradley Smith is older than me and was riding in the 125s for five or six years. Cal has also been riding big bikes for quite a long time. I think people forget how young I am. Maybe I should be in the same bracket as Bradley but the fact is that I'm younger. I started in the 125s and got too big so had to go to Moto2 and now I'm getting too big again, so I have been forced in a way. I would have liked to have gone through it a bit slower, but Moto2 is a good class and the only step now is to go into MotoGP. However if you go too early on a shit bike then you are not going to go anywhere but backwards. It is better to wait for the right time. I'd like to get a title under my belt. I've won one race but it's not enough. I need to win more to be able to deserve to go to MotoGP.

You've certainly racked up the Grand Prix mileage. Maybe you should have more credit...

Maybe but I don't really think about things like that. That sort of stuff is between me, the bike and the team. I don't care about the rest because you can get so much talk here. People have their opinions and whatever they say is fine by me but I won't let anything go to my head. I'll go to MotoGP when it is the right time for me. It is my career and nobody else's. I don't want to go there to come back.



“When you see racing at normal speed then it just feels like it is something normal, but slowed down on TV like that...it gets your hands sweaty...”





PLAY





You did 'the process' to get into this paddock: the 125 Spanish series, the Red Bull Cup and onto Dorna's radar. Is that still the best route to Grand Prix? Is it harder now?

You have to do the Spanish series because it is the nearest and next best level. You are not going to be able to step-up here from the British Championship. The main steps are still through Spain and guess it is getting harder because more riders are having to pay to do it. I don't know how the teams can expect riders to get the money when they can't themselves. Luckily I am not in that position. I do get the impression that it is harder to get into it now.

Do you think you need to be in a position to market yourself as a teenager and an athlete now?

Hmm, not really because I have never needed to do that. If I have to pay to race then I might as well go and do something else because I'm clearly not good enough in my eyes. Maybe [to pay] to do something like the Spanish championship to give yourself the opportunity is OK but to pay year-after-year is telling you something. I'd rather go and do something else if I have to pay to put my life on the line. It is just the way I have been brought up, you know? To go by talent and not by money because we didn't have a lot of it and that meant doing the very best with what we had.

You've become known for being a bit of a lively character, whether it's hairstyles, antics and so on. Is it something you need in this paddock to stand out?

I don't know if it's a good thing or a bad thing but again I don't really care. If people don't like it then it's their opinion. I'm just being myself. If anything I'm more calm here than when I'm at home! If you look at Rossi then so many people love him because he's different.

He has a bit of fun and enjoys it while still being serious. I look at myself as being someone more like Valentino than say Lorenzo, you know? Just by the fact that you have to enjoy it. If you don't then you won't be fast.

Isn't it a weird situation though being in the spotlight? Being under that microscope where your actions always draw a reaction...?

Yes and the thing with this sport is that you are judged on a lot of things and through the media you can get judged on stuff that you do away from racing. At the end of the day it is nothing to do with them. You come here to race and whatever you do off the track should be 'nothing'. I've always been known for riding a scooter around and finding jumps. You get a bad name for yourself. You go to a party once or twice with other people who have a bad name and you instantly get labelled and the next thing you know you've been partying every night. If they want to say that then fine but if I'm on the podium the next day it means nothing. Of course if you are not performing then you need to sort it out.

Were you able to get some distance on that? Maybe by heading home and escaping a world of pressure and attention and older people...?

I feel really mature for my age and people have said that about me but I think from being with my Dad and Uncle from say five or six travelling to races I haven't been around many people my own age. I've seen people my own age doing things and I think 'why?'. It is a bit strange but it is the way it has been for me. I was living away from home when I was fifteen and I had a tough few years with that but it is part of growing up. There is no point looking back, just looking to the future.



Like you say you're only twenty but there have been highs and lows. Like the first GP win and then also incidents like at San Marino [his fatal collision with Shoya Tomizawa]. Have those helped you mature rapidly?

Not really...it is what you deal with everyday... like working and living with older people. I was probably quite annoying for them when I first came here and when you can see that you are getting on people's nerves so you have to grow-up if you want the team to be with you. Even though you feel like you have so much energy and you're always pumped you can't keep on being an idiot. These guys work so hard and sometimes it gets a bit much. I've just hit twenty and I feel more of a man than a teenager. I've got the girlfriend and I'm settling down a bit. I see this now as more of a job than just fun. I have more of a reason to cheat the limits and find the edge.

People might have asked you this before but does that first record-breaking win feel like a weight around the neck just in terms of it happening so early...

It's just weird because it happened without any expectation or planning at all. We went into that season just looking for points...not even top tens. After the first races we were in the top ten, then looking towards the top five and that's when the pressure came and blew me out that year. In 2009 I then had a bad bike that broke down every session. 2010 was pretty good going to Moto2 but then in 2011 we again had a bad bike and then into 2012. Every time I have tried to go forward I'm been knocked back and always had to fight a hard year, so coming into 2013 I'm hoping we can start where we left off and go into that first race looking for a podium and onto the whole season.



Your style has evolved to the point where it is pretty spectacular. Do you see pictures and slow-mo footage and still think ‘yeah...this job is cool’?

Yeah, that slow-mo footage is pretty impressive and you do learn a lot from watching it. As well as feeling proud for being able to do something like that. When you see racing at normal speed then it just feels like it is something normal, but slowed down like that...it gets your hands sweaty. My style is always been this way. It doesn't matter if it's a pit-bike or MotoGP bike. I guess it is just how I have been put on the planet to be. If I was to work in Tesco's or some other shop...well, I really don't think I could do it. Some of my friends have said to me “if you had a job here with me then you wouldn't even last a day”. I just don't have the patience and I need to ‘get something’ from everyday. That adrenaline. I enjoy trying to find those little bits of time in every lap to get to the top. I enjoy fighting for those bits. I've had a pretty big disadvantage for most of my career with my weight and hopefully this year that new regulation will help and stop people beside me getting lower and lower. I'm hoping it will put us in the position to fight for the championship.

There were some cool images and pictures of you motocrossing and Supercross riding. How was it jumping straight back onto the race bike for the first time at Valencia?

Yeah...I got on at first and the handlebars felt low and the pegs very high and I thought ‘fucking hell, this is odd’ but after a few laps it came back. The first day is about settling into it and enjoying it.

The Ducati test last summer generated a buzz. Do you think there is room for three Brits in MotoGP? The UK has always been such a marginal nationality there...

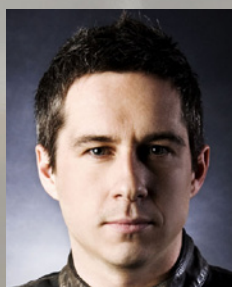
I think MotoGP is less about nationality. Moto2 and Moto3 is more about the Spanish and Italians, and they get it easier. In MotoGP I think the factories just want the best rider they can get their hands on, whether they are English, Spanish or Dutch. They just want their package to be the best. So we'll just have to see how it goes. This year first and then see what comes.







MATT SAYS...



I am a massive Scott Redding fan and in my humble opinion he is the most naturally gifted British rider competing at World Championship level at the moment. So far his potential remains unfulfilled and, while he is still young, the time has come for him to step up if he really wants to be successful at the very highest level.

Personally I think he just needs to add consistency and a killer instinct to his undoubted natural ability on the bike. If he can manage that he will become a megastar in the UK because he has the full package: looks, charm and a brilliant sense of humour. He's a modern day Barry Sheene and exactly the kind of character the sport needs in the future. 2013 will be a massive season for Scott.

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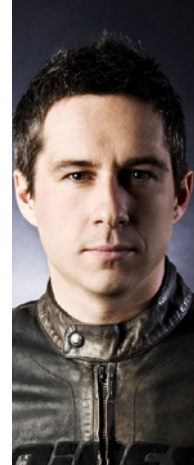
W.P.

Do not imitate the riding scenes shown, wear protective clothing and observe the traffic regulations! The illustrated vehicles may vary in minor details from the series model and some show optional equipment at additional cost.

Photos: R. Schedl, H. Mitterbauer

www.ktm.com

By Matthew Roberts



They say you can only read so much into lap times from pre-season testing and whilst that is certainly true to an extent, there could be no amount of bravado, poker face or sandbagging to hide the relief on the face of Valentino Rossi at Sepang last week. A best effort of 2'00.542 on his first proper outing with the 2013 YZR-M1, over a second quicker than his qualifying time on the Ducati at the Malaysian Grand Prix last October, will have answered many of the doubts about whether he can still cut it at the top level. Doubts, principally, of his own.

There is still a long road ahead, of course, but at least Valentino knows that he is back on the right road. I maintain that he must take his fair share of the blame for his and Ducati's abject failure to succeed over the past two seasons but racing, perhaps more than any other sport, is about the 'now'. And presently he has a machine he trusts and the confidence to ride it on the limit.

'Confidence' is a concept that can have both a positive and a negative effect on a motorcycle racer and there are very few riders at any level of the sport that can claim to be immune to its power. With 'confidence' a rider can achieve things dangerously beyond the realms of his own ability. Without it, even the best can be reduced to amateurish mediocrity.

Rossi is perhaps one of the most confidence-reliant riders on the grid. Each one of his nine World Championships was won on a wave of self-belief, creating an impenetrable yellow cloak of invincibility that he believed in as much as his rivals (not forgetting those other two all-important factors of course: talent and hard work).

Over the past three seasons there has been not so much a chink exposed in Rossi's armour as a gaping hole and beneath it lay the stark realisa-

tion that he is human after all; firstly in the form of a shattered right tibia as he struggled to keep pace with Yamaha team-mate Jorge Lorenzo and latterly by the 'Ducati Disaster' that peaked with the humbling experience of being out-qualified by Hector Barbera on the same bike at Mugello.

Watching Valentino ride without confidence has been like watching, well, any other rider and the key to whether we will ever see the 'old Rossi' again will hinge not just on if he still has the tools to be the best but if he truly has the belief. That lap time at Sepang, even if it was a one-off with fresh tyres and an empty fuel tank, will go some way to stoking those burning embers (we hope).

Whilst confidence could be Rossi's greatest asset on his return to Yamaha there should be a word of warning for latest heir-to-the-throne Marc Marquez that too much of it can be a bad thing. Marquez enjoyed a stunning debut in Malaysia and the young Spaniard clearly has talent to burn but it is no surprise to hear his mentor Emilio Alzamora dampening the flames. Alzamora will remember all too clearly the plight of his former protege Jorge Lorenzo, who led the championship after the opening three rounds of his rookie MotoGP season in 2008. Riding purely on raw ability and incredible confidence Lorenzo could barely believe how easy life in the premier-class was until he quickly found himself in over his head - quite literally - as he began to throw himself at the airfence and into the ambulance with alarming regularity. There will no doubt be bumps along the way for Marquez too, but gradually building knowledge about what is happening beneath him without getting carried away with any early success, will be crucial to a prosperous and injury-free campaign. For riders at the opposite ends of their careers the mere concept of confidence could prove to be their kryptonite.



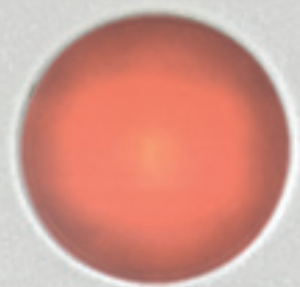
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A close-up, slightly angled view of a GoPro camera lens. The lens is circular with multiple concentric rings, creating a tunnel-like effect. The text is overlaid on this background.

WATCH ME

EXPERIENCE CREATORS: GoPro

By Adam Wheeler, Photos by GoPro

Since 2005 GoPro has grown to become a media and social-networking digital sensation. As with many activities the American company's technology has provided some startling insights into the motorsports world. We grilled Sports Marketing and Events Manager James Clifford on the rise of the firm and the capabilities of the stunning Hero3...

HERO3



GoPro has firmly arrived but where did it come from...?

It seems like it has pretty much popped up overnight but in fact it was through the hard work of our owner Nicholas Woodman for the last ten years. It involved the vision of being an athlete himself when he was surfing or racing cars and taking a camera and capturing that moment that was unique to him but then he wanted to share. It evolved into what Nick built as the GoPro camera and something he could show his friends, family and fellow competitors. It is all about the sharing, and grasping that moment on a surfboard, skateboard or motorcycle that made you smile and keeping it in your back pocket. Since then it has gone into the sports world and taken the fans into a realm they would never visit. The athlete has almost become like a rock star and the camera has allowed people to live vicariously through them.

Sharing is the key element...

And it has been almost contagious. Whether you're sharing it through social media or just showing friends at home that ability to not only tell a story but also show it has helped the popularity. It is all about transmitting that memory where you think 'wow, did anyone else just see that?!'. The cool thing is that it's instant. You can record it and get it out there even before you grab the next wave. We're working now to establish areas in resorts and even playgrounds where you can come and plug your camera in and do a quick two second edit – simplifying it to the point where you are able to pull your content into a template and hit 'send' – then turn your camera back on and get out on the track or the ramp again.



Evolution of the camera has been one thing with a smaller, lighter more durable model but another advance has been through that connectivity...

Exactly and you approach it from a professional standpoint. Initially people might have thought 'OK, cool, you have a GoPro' but now you see it being used by TV shows, athletes and professional productions because of the quality. What it brings is that sleek, sexy manoeuvrability and GoPro is becoming the staple and reference for this type of product in the industry. It is the vision that we have put out through national TV campaigns, advertising, our sport backgrounds and activities like motocross and these major organisations that we are partnering with...these people are using the cameras like tools and trying to improve what they are doing or their product. It trickles down to my seven year old who will put three

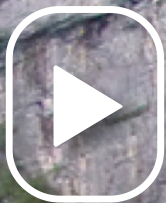
on his bicycle, go outside, ride around and then come back in and watch to see what he was doing. And he's just seven!

Is that a future direction for GoPro? To be more professionally orientated instead of a consumer leisure product...?

Our user-generated content is what really helped us to get established in the market and that will continue to drive us. The professional level is somewhere that I think we, as a company, need to show the quality of the camera. It is not only through our efforts as a business to partner with other companies but there are so many uses of the camera out there that are not on our radar because people feel confident to go to the store and buy it over the counter. It is used because it's durable, inexpensive and the quality is up there with other material you might have to pay thousands of dollars for.



FEATURE



PLAY

GoPro CHUNKS:

The company was created in 2002 by founder and CEO Nick Woodman who wanted to share moments from a surfing trip in Australia. The first 35mm camera was sold in 2004.





GoPro CHUNKS:

GoPro currently has 4.6 million likes on Facebook and allegedly sees new user content uploaded every minute. It's Youtube channel has had more than 216 million views



It seems like the GoPro was the product that pushed this self-video-capture-publishing trend into the mainstream. That's a powerful marketing tool. Like you said, you think of personal video capture and you think of GoPro and the use of sportsmen and athletes has boosted that...

It's great. We do a lot of support with athletes. Other than user-generated content our athletes really push our product through their profiles. They talk about it, they post content on Twitter and Facebook and go on about their camera like it's an iPhone or something in their ordinary everyday use. They gain more fans, more sponsors and it just grows. I can remember the days of the camcorder and the drawer full of tapes and this just shortens the steps. It becomes more plug-and-play.

Has the brand exploded? It seems so...

Well I joined GoPro fifteen months ago and was employee 168 and now we're roughly 360 at this point. In just over a year I've see a small company with a small group of friends grow to become a corporation with multiple buildings but the passion and the core of that group of friends is still what runs things. There is a fun vibe. We just overtook Sony as the number one selling camcorder and it's satisfying to go to work everyday and see the smiles.

The cool thing for many people, especially those who are not users or customers, is that unique perspective that the GoPro has allowed. Being able to see James Stewart's practice laps around an AMA Supercross track or a race crash or passing move...

Yeah...and it is perceived differently by each athlete. James likes to come in after practice and look at his laps. He was one of the first to take that risk of putting the camera on his helmet a couple of years ago. The other guys out there saw the advantage he was able to take from that and he could analyse his riding immediately afterwards and we started to get approached by all the top names. We have riders like Villopoto and Millsaps on the team. That value to their training has come through and for us we get a huge boost because, like you said, those motorsport fans can see what the camera does. It's real, it's passionate and people are living through those views. Sometimes people don't know what they are looking at and that's where our marketing and reach to the consumer point them in the direction of the possibilities. You can be there.







PLAY

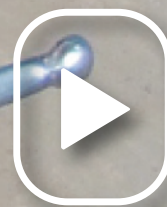
GoPro CHUNKS:

The company reportedly made 250 million dollars in 2011 and has sold more than 300 million cameras since 2009.



GoPro CHUNKS:

The latest evolution of their product – the Hero3 – is 30% smaller than the previous model, takes 12megapixel stills, is twice as fast and connects through wifi via the GoPro App.



PLAY



What about MotoGP?

We met with Dorna last year at Laguna Seca and they walked us through their entire on-board camera set-up. It was cool because we were humbled. They have a million dollar camera whereas we walked in there with a 399 dollar camera. They can both do the same thing but the best part is that people can just walk into a store or a Best Buy and get exactly what we used. That's what inspires us about the product because off the shelf it is as good as a consumer can get. Before I joined the company I did think 'how does that work? It has to be a shaky picture...' but after I came to GoPro and used a camera and seen what the amazing production team can do I know how much fun a consumer is going to have.

Seeing someone like Casey Stoner using the camera is a big deal in terms of exposure...

We look at the athletes we work with as enablers. If they are willing to put the camera in their world then they will reap the reward from it and it comes back to that social networking and building a fanbase. You can read about racing and talk about it but when you see that high speed and critical moments in those athlete's worlds, those vital seconds where they do something special that makes them what they are then that's the whole deal.

I'm global event marketing director and we're establishing markets to match our distribution. We have a great sports marketing team built in Europe right now and we're working on the UK and South America and with our global partners we are able to go out and find the right people. We can have synergies with companies like Red Bull where we can share content and athletes. The support of key industries and the volume of people out there pushing content is what has helped us keep ahead of the competition.

You must be discovering that the world is a big place...

It is a huge place. From Ski to Surf, from two wheel to four wheel I've been at events for almost twenty years. I'm global event marketing director and we're establishing markets to match our distribution. We have a great sports

marketing team built in Europe right now and we're working on the UK and South America and with our global partners we are able to go out and find the right people. We can have synergies with companies like Red Bull where we can share content and athletes. The support of key industries and the volume of people out there pushing content is what has helped us keep ahead of the competition. The challenge now is through growth and keeps us on our toes. One of the buzz words around the office is 'scale'. How can we scale things to the next level? We have a strong hold on the market but how can we continue that? How can we lead but also block and keep competitors out of the matrix of showing the world what we can do...?

Lastly you've tied up something in the FIM Motocross World Championship which means output similar to Supercross I guess but the international scope must help there...

Yeah. We have a great relationship with Feld Motorsports for Monster Energy Supercross and also the Outdoors with Lucas Oils and Red Bull and again it's that formation of the right elements that helps us. We want the top two athletes in each sport and some of them cannot get around the world and that's the level we want to reach. We want to make sure we get to these sports before anyone else does and take care of those sportsmen because they are fundamental if we are to keep on growing our brand across the world. One of our major goals is increasing the visibility of every sport we can become involved in; how we can help improve it and help people enjoy it more. We really excited to get involved in the Grand Prix and push that gold standard level of making it the best it can be.



TROY LEE DESIGNS

There is no doubt that the design clan at Troy Lee know their stuff. The array of apparel and gear is so classy that the company demands a small range of atmospheric shops to sell their wares (the original site at Irvine is semi-museum).

The **TLD SE Pro** kit is a result of the brand's first alliance with a giant of the leisurewear market, Adidas. Again this is limited edition fare and with the three distinctive stripes it is unmistakable. And damn nice. Expect the shirt and pants combo to set you back around 250 dollars.





PRODUCTS



PUMA

So far Puma have tended not to shout about their motorsport wares but partnerships with Ferrari in F1 and Ducati in MotoGP mean that the brand has concrete presence at the highest level. Some of the items from their 2013 catalogue can be seen on these pages and include a new range of footwear and some cool luggage options.

The full spectrum of gear involves leather suits, riding jackets and gloves. Naturally they look the business and hopefully soon we'll see a bit more of where and when we'll be able to get our hands on the goods.



TRIUMPH

At £11,550 and available as of yesterday (18th) from Triumph dealers there is a good chance that this limited edition run of 30 Speed Triple Rs will have already have motored out of shop doors by the time you read this.

Anyway, this section is a small excuse to publish a picture of a very trick motorcycle customised by specialists 8 Ball. The dark livery is the eye-catcher, added to the factory spec belly pan and fly-screen. Each model comes with a hand painted individual number on the tank. If you have a spare twelve grand in your bank account then you'd better find that local dealer sharpish.



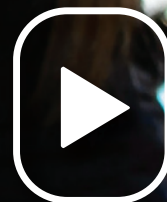




BACKPAGE

2013 AMA SX girls
By Simon Cudby





PLAY



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'On-track Off-road' is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at www.ontrackoffroad.com every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

Adam Wheeler Editor and FIM MXGP correspondent

Ray Archer Photographer

Steve Matthes AMA MX and SX correspondent

Simon Cudby Photographer

Steve Cox Photo-journalist

Matthew Roberts Television Presenter and MotoGP correspondent

Gavin Emmett TV commentator/Presenter and MotoGP correspondent

Núria Garcia & Tactilestudio Design

Gabi Álvarez Web developer

PHOTO CREDITS

Ray Archer, Simon Cudby, Juan Pablo Acevedo, Marc VDS, Youthstream, KTM Images

Cover shot: Scott Redding at 2013 tests by Marc VDS

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